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AN OPPORTUNITY TO RATE THE TRAINS

For the first time, Rail Travel News is conducting a reader survey of American passenger trains. We would greatly appreciate your participation in this survey, which will be published as soon as possible in RTN. If you participate, please follow the instructions below.

1. In order to rate a train, you should have ridden it within the past six months or been otherwise involved with it closely enough to feel certain of your ratings.
2. Rate as many trains as you wish. Rate only passenger trains, short or long distance, including corridor trains, but do not include commuter trains. Rate only American trains, either Amtrak or non-Amtrak.
3. Rate the train or trains on each of the categories listed below:
   - A. Overall desirability of the service, taking everything into account.
   - B. Quality of on-board service from train personnel exclusive of dining car crew.
   - C. Quality of dining, snack or lounge crew service.
   - D. Quality of food offerred aboard the train.
   - E. Desirability of type of cars used on the train.
   - F. Desirability of the particular route it follows (e.g., would an alternate route in places be better?).
   - G. Desirability of station services along the route.
   - H. Quality of the track and roadbed along the route.
   - I. Desirability of the present scheduling of the train.
   - J. Quality of train promotion--how well is service advertised or promoted?
4. Use a 9-point scale for your ratings, as follows: 1 = extremely poor; 9 = extremely good; 5 (scale mid-point) = average, acceptable. You need not make a rating on each of the above 10 items, but list all 10 letters (A-J) for each train, and leave blank those you can't rate. Beside each letter place your number rating (1-9).
5. Do your ratings on a piece of paper or card separate from any other correspondence. Add whatever comments you wish after your ratings. Include your name and address and indicate whether we can use your name if we publish any of your comments. Results will be tabulated and published in RTN as soon as a good batch of returns is received, so please mail yours as soon as possible.

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Rec'd 4-30-75

RAIL TRAVEL NEWS

VOL. 5 NO. 8
SECOND ISSUE OF
APRIL 1975
#106

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ON THE COVER

This splendid photo of Amtrak's FLORIDIAN was taken at the Nashville, Tennessee station last summer by Bob van Wormer. See the letter below from Dr. Russell Sklenicka for one railfan's current reactions to this Chicago-Florida train.

LETTERS

I just recently had the opportunity to once again ride the FLORIDIAN, and will ride it all the way to Chicago in May. There are several observations that I must make: 1) Where is the equipment? All the equipment on the SILVER METEOR and the SILVER STAR is far, far superior to that allocated to the FLORIDIAN. Why? Is Amtrak trying to downgrade this train? Why does a dome car not run all the way to Miami daily? The conductor told me that we did not have a dome because it was pulled the day before, but he knew that there were two other domes sitting in the Miami yards ready for service. Why was our lounge car plagued with defective lights, making the ride very unenjoyable, when the conductor also told me that this was the same car that had the same problem two days ago? The lounges and coaches and diners on the METEOR could be given partially to the FLORIDIAN, especially the 44-passenger coaches, inasmuch as the ride to Chicago is a long, long one in the coach.

2) Why cannot the FLORIDIAN run on time? Yes, I know all the details of the re-routing problems between Louisville and Chicago, but even if the train is now re-routed on the Monon, a route I traveled greatly in the past, that trip took only 8 hours in 1954!! No matter what Amtrak does to the equipment, entertainment, food, etc., if the FLORIDIAN cannot run ON TIME it will not be patronized!!

...I believe in Amtrak and what it is trying to do. For that reason, I will again travel to Chicago for a medical convention late in May on the FLORIDIAN, meanwhile hoping that things will again have improved somewhat. I believe in the FLORIDIAN...I especially wish that Amtrak did!

Dr. Russell C. Sklenicka

Gainesville, Florida

Just to set the record straight in RTN for those of us who are dyed-in-the-wool Reading fans, we'd like to let you know that the power for the Freedom Train is none other than ex-Reading Company Class T-1 4-8-4 #2101. The locomotive was actually built in September, 1945 at the Reading's Reading, PA Shops, using boiler and other salvageable parts from I-10sa #2037, a 2-8-0 Consolidation originally built by Baldwin in 1925.

2101 saw limited service in the famous Reading Iron Horse Rambles, relegated mostly to backup service for the three more famous locomotives used, 2100, 2101, and of course 2124.

R. L. Eastwood, Jr., President
Philadelphia Chapter, NRHS

Huntingdon Valley, Pennsylvania

Have been wading through the several articles on the interviews with Amtrak, and by now I have come to the conclusion that the fly-boys at Amtrak really never heard that railroads used to run passenger trains in the past. They never had the trouble Amtrak has today, and at least the Public were really able to revel in luxury, in most cases. They could eat in a 'dining room' and not have to forage off a tray in the lap nor did they have to crawl into cubby holes to sleep.

It would seem to me that the Amtrak boys ought to get a hold of a few old time railroad men and find out what was what. Now they even space seats in coaches 'as they are in planes' and I wonder who discovered that planes were the way to the cushioned life on rails? Half of the fly boys did not know howto turn on the water in the lavatories, whenever they ran across flush type buttons!

I think your articles from elephant headquarters helped fill the pages in RTN, but certainly did not to prove that the employees know anything about railroading. Perhaps they should stay away from computers.

The way they speak of the marvels of the new cars that are ordered, perhaps it should be pointed out that most cars were well air-conditioned, and cleaned without all the attendant failures experienced today on the trains.

There it is, a gripe out of the way. Get the trains away from the planes and their operators. The railroads will be better for it.

Thomas P. Vaughan

Daytona Beach, Florida

Since this seems to be the season for proposals for the RIO GRANDE ZEPHYR, I would like to offer an alternative to the two plans which have already appeared in RTN (see the two March issues). While I agree with H. Martin Swan that loss of connections and schedule inconvenience elsewhere is too high a price for improved connections between the SAN FRANCISCO ZEPHYR and RGZ, I would disagree with Mr. Swan's discounting of the RGZ's place in the national rail system. The RGZ's problem is not that it is non-essential, but rather that the D&RGW has not allowed it to assume a more realistic transportation role. But the big problem lies with the function of the SFZ within the larger scheme of things. In the SFZ Amtrak has created a train with a schizophrenic personality, asked to fulfill three basically incompatible service functions. The SFZ serves three distinct services--Chicago-Denver, Chicago-California thru, and tourist excursion train--each of which alone is worthy of a separate train. Perhaps within a rationalization of SFZ service lies the answer for preserving the RGZ.

First of all, I would like to see the DENVER ZEPHYR revived as a separate train providing (to the degree possible with present track conditions and schedule limitations) an overnight Chicago-Denver service. The revived DZ should be scheduled for speed, and could be geared both to business travel and to vacation travel within the Colorado market.

Secondly, there should be a daily Chicago-Oakland train, also scheduled for optimum speed, and running thru on the UP west of Omaha. East of Omaha, this train (CITY OF SAN FRANCISCO? OVERLAND LIMITED?) could be combined with the DZ or run separately, perhaps over an alternate route such as the Rock Island thru Des Moines.

And third, I propose that a true tourist "land cruise" train be operated, routed and scheduled for optimum enjoyment of scenery with only minimal concern for speed. This train need not be a daily operation--indeed tri-weekly seems rather reasonable. This reincarnated CALIFORNIA ZEPHYR could be included in the DZ consist east of Denver, replace the existing RGZ, then continue west of Salt Lake City on the Western Pacific. I would think that the Rio Grande could be persuaded to participate in such a plan, especially if it were guaranteed an only tri-weekly operation with assurances that no other Amtrak services would be forced upon it. This new CZ should be a land cruise operation in the truest sense, offering extra services in return for an extra fare. Tri-weekly operation on this route can be justified by the operation of a daily train over the direct UP route, which could serve thru passengers unable to get CZ reservations. The CZ could al-

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so connect (possibly with thru equipment) at Denver with the Washington-Denver train, which could also be extended north to Cheyenne to close the one gap left by my proposed restructuring of the SFZ service.

G. Gerrish Williams

Maple Shade, New Jersey

Urban-Suburban Transit

FRANK C. HERRINGER, Administrator of the DOT's Urban Mass Transportation Administration, was officially named the new general manager of BART on April 24. The BART Board of Directors has been searching since last year for a replacement for the system's original manager, B. R. Stokes, who resigned under pressure in 1974, and is now head of a transit lobbying association in Washington DC.

BOSTON'S ORANGE LINE subway extension from Haymarket to Sullivan Square became operational on April 7. The line replaced an elevated portion that saw its last trains on April 4 (bus service was substituted in the two days between).

MIAMI VALLEY REGIONAL TRANSIT Authority has applied for a $48.2 million UMTA grant for construction of a light rail system in Dayton, Ohio. Some 15 stations are planned for a 12.2-mile route. There will be 2700 parking stalls along the line. Total running time will be 22 minutes, compared with 35-40 minutes by auto during rush hours. The streetcars will have a top speed of 60mph.

DENVER RTD BOARD is expected to announce a recommended transit plan in June, following several months of intense study. The system received voter approval for a personal rapid transit-type system; but troubles at Morgantown, WV, and a decline in UMTA interest in this technology is causing a re-examination of the PRT proposal. Light rail and conventional rapid transit systems are among other alternatives.

KAISER ENGINEERS OF Oakland, California, are preparing preliminary estimates for the Dade County (Miami) Florida rapid transit project. Approval by the county's commissioners may come as early as June. A 23-mile system is envisioned for the 1980's. Voters in the area approved a $132.5-million bond issue for the project.

THE CLEVELAND AREA Urban Transportation Task Force has recommended a 10-year transit improvement program to cost an estimated $1 billion. Included are 58½ miles of new rapid transit routes in addition to the 19 miles now in operation. Among the proposals is an elevated rail line encircling the downtown area.

ILLINOIS COMMERCE COMMISSION on April 17 ordered the bankrupt Rock Island to stop its commutertrain service on the Blue Island Suburban Line because of unsafe track conditions. Rock Island was given the option of repairing the line or halting commuter service.

SOME SIXTY NEW light rail cars (streetcars) are being planned for delivery to the Shaker Heights rapid transit system in 1980. Most of the existing fleet of PCC cars will be retired at that time, the system's officials have announced. In the meantime, 20 PCC's formerly from the Twin Cities will receive a major overhaul to extend their life about 10 years. Some 2500 new ties and 2 miles of new bronze trolley wire are also being installed. The system is applying for an operating subsidy to help reduce fares, and is engaging in increased advertising.

PASSENGER TRANSPORT MAGAZINE has reported that the Southern California Rapid Transit District has instituted legal action to acquire rights to run commuter trains over SP's Coast Route between L.A. Union Station and Santa Barbara. The transit agency said it seeks only to condemn time slots for the proposed runs, similar to those slated for operation next fall on the L.A.-San Diego route via Santa Fe.

THE BRITISH COLUMBIA Bureau of Transit is continuing planning for a daily round trip commuter train on the CP Rail main line east from Vancouver into the Fraser Valley, possibly as far as Mission. Finding used equipment for the proposed service has been a tedious chore.

FUNDS FOR AMTRAK VOTED BY HOUSE

The House of Representatives on April 24 voted to approve $873 million for Amtrak for the period thru September 30, 1977, plus $245 million for capital improvements. The bill requires that Amtrak present a plan within 120 days of the bill's final passage, establishing procedures for dropping or adding service within its basic system. It prohibits Amtrak from dropping any train before March 1, 1977. A clause that would have eliminated the executive salary ceiling increase from $60,000 to $85,000 was defeated by a 198-155 vote. It is expected that the Senate will okay the bill.

AMTRAK APRIL 27 TIMETABLES APPEAR

Some of Amtrak's most handsomely designed timetables yet to appear have been issued for the spring schedule changes. Of the two seen here so far, historical motifs predominate, with line drawings of locomotives of 1830, 1893, 1941 and 1975 appearing, for example, on the cover of the new West Coast Schedules. A condensed New York-Washington schedule (not to be confused with New York-Washington-Sunset Route schedules, which cover mainly Southern Pacific routes) carries a drawing of one of Amtrak's new GE locomotives on a colored flag backdrop.

Many of the schedule changes were given in our last issue. Others announced by Amtrak late in April are as follows: a time change in the ADIRONDACK schedule, with a 20-min faster running time each direction, followed by another 15-min speedup on June 28. A 10-min faster running of the MONTREALER southbound and 20 mins faster northbound. A stop at Florence, SC for the SILVER METEOR. A 50-min faster schedule for the LONE STAR between Kansas City and Houston. A 15-min longer running time for the INTER-AMERICAN between Temple and Laredo, to allow time for servicing. The summertime resumption of daily operation of the NORTH COAST HIAWATHA from June 12 to September 15. An increase in Chicago-Detroit service from 2 to 3 rountrips daily, with 2 of them Turboliners, with the third also a Turbo by mid-May. Effective April 27 the trains leave Detroit at 7am (except Sunday), 9am, and 5pm, and depart Chicago at 7:45am, 4:10pm, and 5:15pm (except Saturday). A schedule change for the EMPIRE BUILDER, now to leave Chicago at 1:30pm, and reach Seattle at 11:05am, with a stop at Glacier Park between April 8 and September 14 (the eastbound schedule is unchanged). A restructured Chicago-Milwaukee service, as outlined here in the Second March issue. A 15-min earlier departure for the westbound BLACK HAWK. A Sundays-only change for the ILLINOIS ZEPHYR: a 1-hour earlier time at each end of the run. A change for the ILLINI: southbound leave Chicago 4:20pm, arrive Champaign/Urbana 6:45pm. The other important changes in Western trains were detailed last issue.

Canadian Pacific trains 41 and 42 between Montreal and Saint John become daytime operations with RDC cars effective April 27.

Amtrak issued a "Tidewater-Midwest Schedules including Cumberland service" on March 25 to show the new MOUNTAINEER schedule.

AMTRAK DOES A MICHIGAN TURBO TOUR

To publicize its coming all-Turboliner Chicago-Detroit service, Amtrak ran a two-day tour of one of the French-built trains on the route on April 19-20. It left Chicago at 8am the 19th and made stops at Niles, Kalamazoo and Battle Creek, Michigan to allow crowds to inspect the train. At Detroit, a travel agent reception was held. On the 20th the train returned to Chciago, after a 3-hour display in Detroit, where crowds could board the train, and made stops of about an hour each in Ann Arbor, Jackson, and Dearborn. Amtrak called the tour extremely successful, and estimated that about 30,000 people went thru the train, 10,000 at Detroit alone. The only problem encountered was crowd control. Amtrak said the train missed the flooding conditions that were prevalent in the area at the time. Some rivers crossed by the train were nearly at flood stage.

Four special trains will be run from New York and New Jersey to Washington DC on April 26, chartered by the AFL/CIO for a group called New York Coalition to Fight Inflation and Unemployment. Each train will carry 14 72-seat coaches, and will depart New York at 5-min intervals starting at 7:35am, arriving DC 11:20-11:46.

From the ICC Hearings

FROM TESTIMONY CONCERNING AMTRAK GIVEN AT THE BOSTON HEARINGS APRIL 17
by Peter Roehm

My name is Peter I. Roehm, residing in Rockport, Massachusetts, and am present this morning as representing myself and my young colleague, David A. Foley, residing in Arlington, Massachusetts, and unable to be here at this time, on the matter of Amtrak. Although I am the Northeast Staff Correspondent for Rail Travel News, Berkeley, California, as well as being active in citizen-consumer rail efforts, these comments are strictly those of Mr. Foley and myself and do not necessarily represent the views of other parties with which we are affiliated.

Previous hearings have been inundated with much negative commentary on Amtrak and, to a degree, the media reports read of one big "knock 'em down and keep 'em down" orgy. We, therefore, should like to make a couple of points relative to problems that we had encountered on and with Amtrak and the satisfactory solutions that were provided to us in return.

The first incident covers a trip that occurred on the sixth of July, 1974, and involved the PANAMA LIMTED from New Orleans to Chicago. We had been assigned to a bedroom accommodation in a dome sleeper once operated on the NORTH COAST LIMITED by the Northern Pacific and considered one of the nation's foremost trains. The Louisiana South in mid-summer is without mercy when it comes to heat and humidity and we had been looking forward to our air conditioned bedroom for a relaxful evening ride north. Such was not to be the case! The room, and the car: upstairs, downstairs, everywhere, was like a sauna bath; there was no escape -- each corner was as hot as the other. This train would live up to the climatic conditions prevalent in the country from which it indirectly derives its name -- all we needed were the mosquitoes and the big snakes.

The young porter was most sympathetic and understanding and did all that he could to assist us and the other occupants, of which there were few this being a Saturday night. Likewise for the conductor who, without being nasty, offered to fly the first class passengers from Jackson to Chicago only to find out enroute from the dispatcher that no evening air service was available. We, personally, would have remained aboard the train as we prefer this mode and since I work for the Illinois Central Gulf Railroad, the trackage over which this train was operating, I wanted to see what was happening thereabouts.

We rode in the vestibule to Memphis as despite the exterior heat almost being the equal of the interior heat there was at least a forced breeze between the open dutch doors and the crewmen, understanding our plight, permitted us to remain there. At McComb a mechanic was brought aboard and so as not to delay the train he rode to Jackson and meanwhile made an attempt to repair the blown generator. No luck. Same for another mechanic who boarded at Memphis during a station stop. Thus, Amtrak and the ICG tried to correct a situation without inconveniencing the other passengers through excessive train delays but the car was a dud. It had been that way the night before southbound and, according to written reports posted in the car, had been in trouble thrice before during the previous two weeks. Crew comment indicated that often the worst sleepers are assigned south of Chicago with the better equipment moving east and west. But there can be no excuse that while laying over in New Orleans no one ever bothered to repair the car or acquire another car for service that night. Nonetheless, we arrived in Chicago three-plus hours late but still in time to make our Air France connection for Montreal, a bit tired, a bit

worn, and definitely in need of a shower.

Following our return to Boston we wrote a four-page letter to Amtrak with a copy to the ICC describing in full our journey. Both the ICC and Amtrak responded cordially and claimed that they would seek to investigate and take corrective action. In my letter I asked only that we be compensated for the differential between first class and coach fares since in no way whatsoever could we have slept in that sleeping car that night without melting away. A few letters exchanged hands, all positive and amiable in nature and content, and within a reasonable time, adequately explained by Amtrak, we were reimbursed as requested. We definitely feel that Amtrak met its obligation to us in a most acceptable manner.

The second example involves the on-train crew in response to a passenger problem. On the sixteenth of February, 1975, we had boarded the MONTREALER in New York for an overnight run to Montreal to make a Czechoslovak Airline connection and found that our bedroom, although otherwise adequate, lacked water and facility lighting. Whether of a symbolic nature or not this car had once belonged to the Rock Island. In leaving New York and presenting our tickets we brought up the water/lighting problem with the conductor and the porter and the former advised us to remain packed and he would see to having us transferred into the next car by the time we reached the first station at Rye. Both he and the porter were most cordial and bore no traces of arrogance often associated with train crew personnel when faced with passenger complaints. Well before Rye the porter of the next car came back and asked us forward where we found another room with everything well in order. The train crew could not have handled this situation any better than they did and certainly served as a positive influence for Amtrak and its efforts to accommodate its passengers.

The foregoing two cases illustrate that although Amtrak does have problems brought on by a twenty year-plus neglect of passenger service and equipment it is doing its best to cope with the situation and then to improve it. We were not special passengers but rather ordinary travelers aboard everyday trains that just happened to have a problem or two associated with them and Amtrak handled our complaints quite satisfactorily and without attempting to dodge either the issues of us.

We therefore feel that any and all legislation that is enacted on behalf of Amtrak should be of such a nature and content that it would allow Amtrak to meet its responsibility to its customers without a lot of restrictions and other obstructions. That Amtrak should receive full support from the operating carriers and from the regulatory bodies in its efforts to provide the proper and necessary equipment, service, schedules, and track conditions, and that the latter be empowered to legally enforce the carriers, when necessary, to accommodate Amtrak on the above requirements to providing its mandated services. That Amtrak should receive the necessary financial support to do the job and that if buses and autos and planes can operate over tax-supported rights-of-way then Amtrak should be the beneficiary of at least an equitable treatment to render it competitive in its marketplace. We go on record as supporting any and all legislation that would establish Amtrak as the rail passenger pace-setter in the world and that Amtrak be granted full support and understanding in its efforts at attaining such a goal. One cannot correct a twenty-year ongoing mistake in just a couple of years and too often, with television's quick antidotes to all ills, we expect sixty-second relief; no way! But if each one of us extends encouragement and support through the next year or two we will then achieve what we set out to do: making the trains worth traveling!

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Reviving the DEL MONTE

by Elmer Lagorio

During the dark days of the gasoline shortage in the winter of 1973-4, there was concern on California's Monterey Peninsula that the use of the automobile was going to be greatly restricted. Not only would visitors find it difficult to drive to the Peninsula, but residents of the area would discover that it would not be easy in getting to the San Francisco Bay Area.

As a result of this concern, the Committee to Restore the Del Monte Special was established in December 1973 with Ed Haber serving as chairman. In the meantime, another group in Santa Clara County was working independently on a plan to revive the SUNTAN SPECIAL and operate the train on the old Southern Pacific roadbed that ran from San Jose via Los Gatos thru the mountains to Santa Cruz. (Amtrak refused to consider this proposal in April 1974 because the rails had been torn up.) In February 1974 the Santa Clara group became aware of the work being done by the Monterey committee and the two joined forces. The project now proposed running the DEL MONTE EXPRESS from San Francisco to Watsonville Junction, and breaking the train into a Santa Cruz section and a Monterey section. Thus, instead of having one county shouldering the burden, the project was a multi-county effort carrying more weight.

In the spring of 1974, State Senator Alfred Alquist of San Jose, who is chairman of the State Senate Committee on Utilities, Transit and Energy, became interested in the DEL MONTE EXPRESS project and has since cooperated with committee members to attain the committee's goal. The weight that he carries in the State Legislature is an important factor in determining how effective this joint committee will be.

Amtrak released its DEL MONTE EXPRESS survey on July 19, 1974. The study contemplated a premium fare structure and was based on a 2-car train. Revenue was estimated to be $409,643, with operating costs amounting to $697,878--leaving a deficit of $288,235. Estimated number of passengers per year was 36,480. The two-thirds portion of local government support would amount to approximately $192,000. Amtrak concluded that operating a Monterey-San Francisco train was economically feasible.

Amtrak proposed that the five counties thru which the train would run divide the $192,000 share of anticipated yearly operating losses. San Francisco County's share was $52,492; San Mateo, $41,000; Santa Clara, $80,932; Santa Cruz, $2,654; and Monterey, $18,466. Since the deficit was now divided among the five counties, financing the train would not be the problem that it was when the project was first conceived.

A new concept was also proposed in the DEL MONTE EXPRESS's schedule: on Saturdays, Sundays and holidays the train would reverse direction and depart as a morning train out of San Francisco and return as the evening train from Monterey.

From the time that the project was first proposed, Amtrak maintained that it did not have the equipment for use on the run. Haber, however, learned last May that the Stockton Terminal & Eastern had some rail passenger cars it was willing to lease for use on the Monterey branch line. Haber visited the railroad's yards in June to look over the equipment, and found three chair cars (SP 2202, SP 2297 and UP 532), one diner (UP 5016), one baggage-coach combination car (SP 3302, a veteran of COAST DAYLIGHT service). Amtrak inspected the equipment in February 1975, and only the UP diner was found to be in good condition and serviceable. The other cars require repairs and refurbishing before they could be used for DEL MONTE service.

At a December 5, 1974 meeting with state officials, county supervisors, Amtrak representatives and Haber-Alquist DEL MONTE Committeemen, it was agreed that a letter be sent to Amtrak requesting (1) an estimate of roadway work, (2) clarification of use of SP property from San Francisco to Monterey via Watsonville Junction, (3) the conditions under which SP would permit use of its tracks. It was also agreed that legislation would be introduced in the state legislature authorizing use of state transportation funds as a subsidy.

(continued on page 13)

Amtrak Gains 'The Arrowhead'

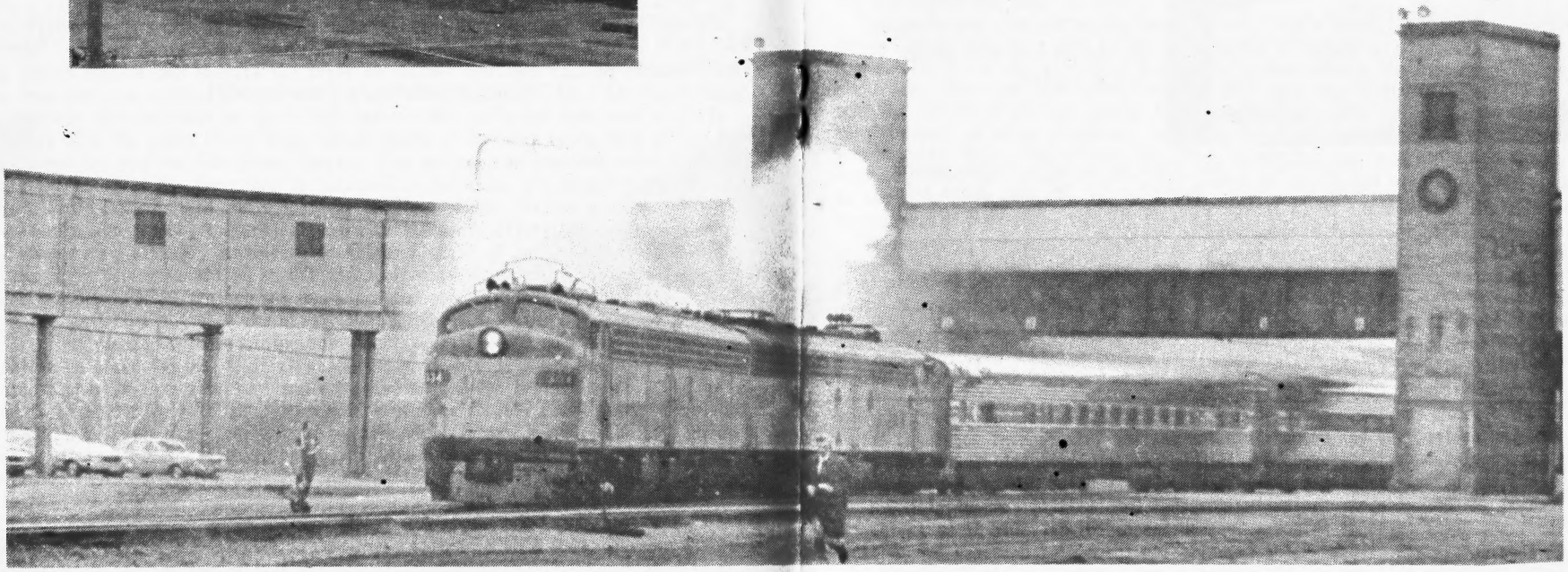
Judging by the name of its latest train, inaugurated April 15, the National Railroad Passenger Corporation is submerging any inferiority it felt over its "pointless arrow" trademark. If under its first President Amtrak got the shaft and tail, under its second President it has finally gained a head.

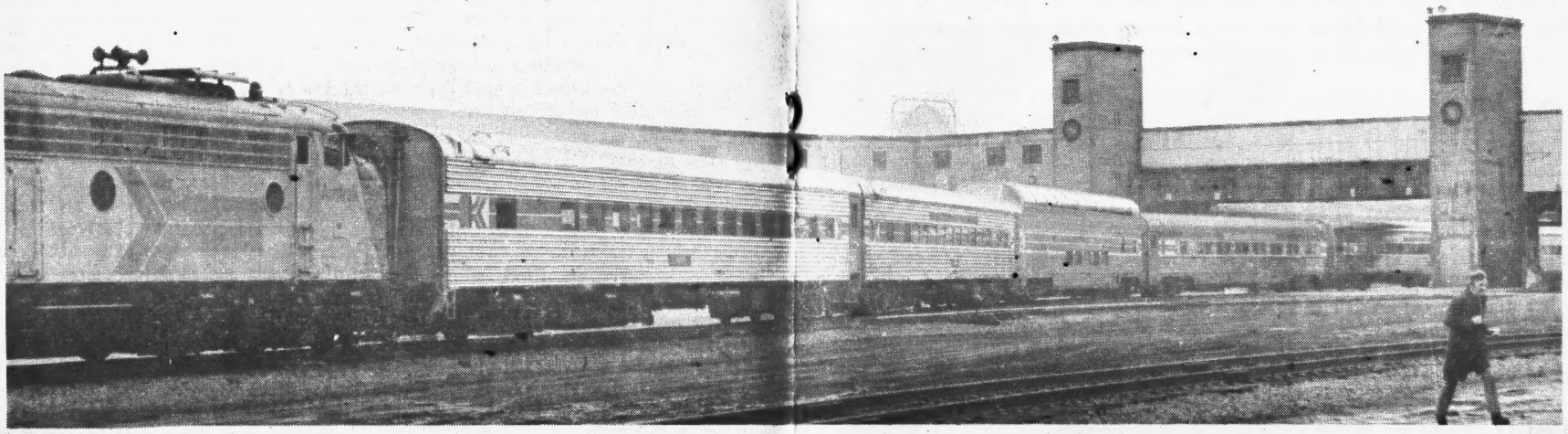
These symbols were not lost on the people of Minneapolis (see photo on page 12) this month as they put on a now typical celebration for a new train, the Minneapolis to Duluth/Superior ARROWHEAD.

• Report and photos by Jerry Brunetti

The inaugural run consist of the ARROWHEAD awaits takeoff from the Minneapolis depot on April 15, 1975.

(Left photo:) Where the festivities began: the Minneapolis Amtrak station at 2 Hennepin Avenue. (Middle photo:) In a cloud of diesel exhaust, the inaugural run of the ARROWHEAD begins, and the special consist pulls out of the Minneapolis depot on this April 15 date. (Lower photo:) The inaugural train was pulled by two Amtrak diesels, and featured five refurbished ex-Santa Fe coaches along with an ex-Great Northern full-length dome lounge. (Article continues on next page.)



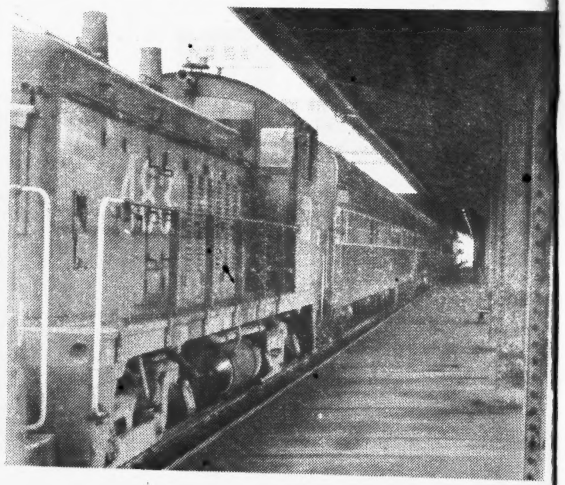


The inaugural VIP run of the ARROWHEAD got underway at 1:30pm, following a half-hour ceremony which featured speeches by Governor Lucey of Wisconsin, former Governor Rolvaag of Minnesota (now Public Utilities Commissioner), and Mayor Hofstede of Minneapolis. Governor Anderson of Minnesota was absent from the inaugural ceremonies, attending instead the home opener of the Twins baseball team, where he was throwing out the first ball. Anderson boarded the train later, as the press train stopped at Bethel to pick him up. Banners and a band and the usual ceremonial trappings were all found on this occasion.

(photo at left) Banners proclaiming the new train greeted callers at the Minneapolis Amtrak station.

The normal schedule (see last issue) of the train calls for a 7:45am departure from Superior and a 7:05pm departure from Minneapolis for the 2hr, 50min trip (on weekends and holidays the train leaves Superior at 9am), and this schedule went into effect with the first revenue runs on April 16.

Not only the schedule, but also the consist of the regular train is different from the inaugural train. Amtrak brought out five shiny, refurbished ex-Santa Fe coaches (four 44-seat cars and one 48-seater) and a dome lounge for the press run. The complete consist was line up as follows: diesels 334 and 411, coaches 4505 and 4535, dome-buffet lounge 9361 (ex-GN 1391 "Ocean View" built by Budd in 1955 for the EMPIRE BUILDER), and coaches 4859, 4536 and 4532. Ex-Santa Fe coaches 4532-5-6 are of 1950 vintage, built by Pullman-Standard, while 4505 was built by the same company 3 years earlier. Coach 4859, the 48-seater, was built by Budd in 1953. Mr. Len Keller, who was responsible for putting this consist together, told us that the regular cars to be used on the ARROWHEAD for about the next 3 months while others are being refurbished, will be BN 1093, 1096 and 1097. These are all ex-GN 56-seat coaches, coming originally from the CNW, built by Pullman-standard in 1946-47, and under lease to Amtrak. Cars 1096 and 1097 are said to be equipped with snack/beverage facilities. After refurbishing is completed, these cars will be replaced by BN 506, 512 and 592 (NP numbers), we were told. This information conflicts with the report in our last issue that cars 512, 576 and 589 were to be permanently assigned to the train.



Burlington Northern switcher 483 moved the first consist into place under the canopies of the Amtrak depot (photo at right), the two diesels were backed in and coupled on, and soon the first ARROWHEAD was shooting out of the Minneapolis terminal, and another Amtrak 403-b service was underway.

We wish the new Twin Cities-Twin Ports train all success.

Amtrak issued a four-page red-white-and-blue brochure for the ARROWHEAD, dated April 15, which features two pages of route description and a photo, and one page for timetable, map and connecting nORTH COAST HIAWATHA schedule.

RTN reader Ralph E. Senn rode the inaugural train, and reports as follows: "The train operated exactly on the schedule as printed, leaving Minneapolis at 1:30pm with Governor Patrick Lucey of Wisconsin and President Paul Reistrup of Amtrak as passengers. President Reistrup departed the train at Bethel, Minnesota and was represented for the rest of the trip and the evening ceremonies by Vice President Dave Watta. Governor Anderson of Minnesota boarded the train at Bethel and traveled all the way to Duluth. Governor Lucey traveled to Superior, Wisconsin and did not make the run across the bay.

"The train used the former Northern Pacific Rice's Point (not the Grassy Point) drawbridge at Duluth. This is the one located immediately to the west of the swing spans. The first one is double track and the one nearest the Minnesota is only single track. The operation across the Bay took only the 25 minutes allotted in the schedule and there did not appear to be any problems with switch machines having been removed, or other problems. However, the track for the last half mile into the former Duluth Union Depot where the train terminated has been neglected, and will need attention before any regular operations to Duluth can begin. I understand there is also a problem with the United TransportatiOn Union relating to the manning of the trains should they cross the Bay from Superior to Duluth."

The inaugural ceremonies schedule called for a 2:10 arrival at Bethel (not a regular stop) where a bus would carry some passengers back to Minneapolis and St. Paul. At 4:30 the train was to arrive at Superior, where Bruce Hagen, Mayor of Superior, would preside over ceremonies. At 5pm the train departed for Duluth, arriving at 5:25, where the May of Duluth, Robert Beaudin, would be Master of Ceremonies. At 6pm a tour of Lake Superior Museum of Transportation and Industry was included in the schedule, with a social hour at 6:30 and an informal buffet dinner at 7:30.

DEL MONTE (continued from page 8)

In the matter of equipment, Sen. Alquist wrote to Supervisor McCorquodale of Santa Clara County on March 7, 1975, saying that the equipment "indicates only one or possibly two of (ST&E's) cars could be brought up to standards. However, the car shortage is expected to be considerably eased by the end of the year, and this is not expected tobe a major problem." Apparently Amtrak may release cars for the DEL MONTE run as they are replaced by new cars received from manufacturers.

Adding to the costs of the project is the fact that there is no Amtrak maintenance station in San Francisco and one would have to be established for the DEL MONTE operations.

During the latter part of March, SP engineers inspected the Monterey branch line from Castroville to Monterey, and a report has been sent to Amtrak. When Amtrak has compiled all of the data from the various reports, it will send a copy to the Haber-Alquist DEL MONTE committee. A spring general meeting will be called--probably before the end of April--and the total costs studied, the counties' shares prorated, and a decision made regarding the procedures to follow in securing state funds.

The prospects for restoring the DEL MONTE are good. With Santa Clara and Monterey Counties serving as leaders, with the position that Sen. Alquist holds in the state Senate, with the perseverance demonstrated by Haber, the struggle for reviving rail passenger service to the Monterey and Santa Cruz Peninsulas should be successful. It may take more time to achieve than the prospective DEL MONTE rider may want to see taken, but all indications point to the eventual return of the train--perhaps by the end of 1975. *****

(Mr. Lagorio is in the process of writing a monograph on the history of the DEL MONTE EXPRESS.)

Rail Canada

SPEAKING FOR REPORTERS, Canadian National President Robert Bandeen has suggested that CN be split into several component companies with the existing organization surviving as a holding company. Bandeen said that an 80,000-employee company is too large to manage efficiently. The new companies would each have a board of directors. Rail operations might also be split into separate units. A reorganization plan is being prepared, he indicated.

THAT SPRINGTIME BLIZZARD in Montreal April 4 created considerable havoc with all travel--except, of course, the trains, as up to 14 inches of snow fell, whipped into great drifts by 40mph winds. Streets in Montreal and Quebec City were almost deserted, and bus service was sporadic. Delays on the Montreal Metro subway system took place as employees were unable to report to work. CP Rail passenger runs from Montreal to Quebec City were running two hours late. A CP commuter train from Montreal to Rigaud, 40 miles west, was converted into a "hotel" for 20 commuters to get home from the CP station. Montreal's $22.9 million snow removal budget was exhausted by the storm.

THAT BIG CANADIAN storm forced a long suspension of CN's Prince Edward Island ferry service. Motorists were advised not todrive anywhere in Southern Ontario. In some areas, the blizzard was billed as the "worst" of the 1974-75 winter, altho spring officially began March 21.

CP RAIL'S 1974 decision to cancel the "Princess Marguerite" runs between Seattle and Victoria, B.C. was the result of poor management, according to Norman Pearson, associate deputy minister of lands for the government of British Columbia. He said the ferry service will be operated "properly" when B.C. begins operations with the vessel, hopefully May 16. The B.C. government has coaxed the Marguerite's former boss, Harry Tyson, out of retirement to supervise operations for the 1975 season. He was in Seattle April 17 to arrange for docking leases. At the same time the ship was being towed from Victoria to Burrard Dry Dock in North Vancouver for overhaul and repairs. The upper cardeck will be blocked off to expand passenger seating, dropping auto capacity back to about 40 vehicles.

RAIL TRAVEL NEWS contributor Glenn Lee has been appointed to the B.C. Government's Princess Marguerite Advisory Committee, it was announced by James Gorst, member of the B.C. legislature. The Committee will advise the Minister of Lands, Forests & Water Resources on matt4rs regarding the ship, service and facilities. Both Canadians and Americans are being named to the group. U.S. residents interested in the service should contact Glenn at 800 1st Ave N. #37, Seattle WA 98109.

THE CALGARY, ALBERTA transit system suspended use of electric trolley coaches on April 1, as three southside routes were converted to diesel, despite the Stampede City's worsening air pollution problems. Some of the electrical apparatus may go to Edmonton, 180 miles north, where expansion of that city's trolley system is being planned.

EFFECTIVE MAY 1, CP Rail is asking for 26% higher fares for commuter trains in the Montreal area. General Manager of Passenger Services said that the increase is to cut losses while the railway awaits authorization of federal subsidies. The railway said it had a $2.6 million deficit on commuter operations in 1974.

THE ECONOMIC RECESSION is leading Canadian National to lay off 5% of its employees, the railway announced late in April. About 2700 people will be dropped by the end of 1975. Canadian Pacific has laid off about 2000 workers in the past two months.

THE BELLEVILLE, ONTARIO transit system was shut down by a strike as drivers asked an additional $1 per hour above the $4.50 scale in effect.

CN'S TORONTO-BARRIE commuter train, ordered by the Canadian Transport Commission after citizen pressures forced a hearing, has doubled its patronage in the full year that it has been operating. Average daily ridership April 1, 1975 was 190, compared with about 95 after the service was inaugurated in 1974. Loads climbed to 582 per day during the Toronto transit strike last August.

THE ONTARIO NORTHLAND is apparently confirming rumours that it intends to eliminate its overnight sleeping car run from Toronto to the mining districts. For the coming summer, the popular POLAR BEAR EXPRESS excursion train from Cochrane to Moosonee on Hudson's Bay has been scheduled to leave Cochrane 25 minutes before the sleepers arrive from Toronto. In the reverse (southbound) direction, the POLAR BEAR arrives Cochrane three hours after the overnight run has departed. The runs connected both ways in 1974. ONR says that it will add an overnight express sleeper bus to meet the POLAR BEAR.

CANADIAN NATIONAL ANNOUNCED on April 11 that the 1975 Alaska season of the "Prince George" will be cancelled due to a fire aboard the vessel a week earlier. Some 20 cabins were damaged. The repair bill of $400,000 made it uneconomic to repair the ship for its final season, according to CN. It has not yet been decided whether or not it will go for scrap. CN is arranging reservations for passengers aboard other cruises. One report said that damage had extended to the engine room.

CANADA'S RESPECTED NEWSPAPER, the Toronto Globe & Mail, in an editorial entitled "Too Soon to Say Goodby," opposed CN's discontinuance of "Prince George" steamship service between Vancouver B.C. and Alaska ports. Said the G&M: "Should we (the taxpayers who foot the bill) be so hasty? Now that the railways' frantic scramble to get out of passenger service on land is almost complete, we have come to recognize that one of the things this country needs most is good railway passenger service. Which we now have to build up again... Cruises could come back into favor as a much more enjoyable and efficient use of costly energy. Surely CN could, for once, depart from its tradition of abandoning its services just as they are becoming most needed." The editorial appeared April 5.

CANADIAN NATIONAL PRESIDENT Robert Bandeen has dismissed talk of a railway to the Arctic to carry compressed natural gas and oil. Bandeen called the idea "a poor gamble," even though technically feasible at this time. Environmentalists are urging that study be given to a rail line as a possible alternative to pipelines from the North.

CANADIAN RAIL PASSENGER rumour mill has been bubbling vigorously at the beginning of the spring thaw. Some of the more interesting conjectures now circulating include the following:

*CP Rail is proceeding with plans to abandon the CANADIAN domeliner train, but to soften the blow, is mulling a substitute coach train to operate Calgary-Vancouver only. At the same time, CP would like to convert its ATLANTIC LIMITED runs Montreal-Sant John, N.B. to daytime service. These moves would end all CP sleeping cars.

*Amtrak may attempt to extend a daily New York-Buffalo round trip to Toronto, allowing CP Rail to drop its TH&B RDC service between Buffalo and Toronto. Amtrak is impressed with the enormous traffic potential of the Toronto market, and realizes that the TH&B service drives away most passengers. CN's RDC cars to Niagara Falls, Ont. terminate too far from Buffalo to offer an effective substitute.

CONSTRUCTION WORK HAS begun on overhead which will allow conversion of the important Bay bus line in Toronto from diesel to trolley coach operation. The TTC expects the new electric service to get underway in May, 1976. It is expected that over 30 electrics will be needed.

TORONTO'S "TOURTRAM" STREETCAR excursion service using Peter Witt cars will be revived for the 1975 summer season. Service will be less frequent over a more complex route in the city's central area. It is expected that the antique cars will run weekends only May 17 thru Dominion Day (July 1) and thence daily thru Labour Day.

Mixed Train of Thoughts

THE SOUTHERN PACIFIC is lobbying like crazy to gain control of the part of the Golden State Route run by the bankrupt Rock Island. It wants the Tucumcari, NM to Kansas City line, but competitor Santa Fe would rather it didn't have it..... A FREIGHT DERAILMENT on SP caused a re-running of the SAN FRANCISCO ZEPHYR over the WP's Feather River route in both directions on April 20..... ILLINOIS COMMERCE COMMISSION modified its order reported elsewhere this issue and allowed the Rock Island to continue running commuter trains on its Blue Island line while track repairs are being made. The repairs were estimated to cost $35-60,000..... MONTH OF FEBRUARY saw BART losing 15% of its passengers and revenue because of publicity surrounding the death of a maintenance worker on Jan. 19 and a major computer breakdown on Feb. 21..... A SOUTHERN CALIFORNIA transportation task force on April 16 urged that the L.A. Union Station be turned into a major transportation center..... NATIONWIDE RAILROAD STRIKE due to start on April 18 was delayed for 60 days by President Ford, using existing legal mechanisms..... SECRETARY OF TRANSPORTATION William T. Coleman, Jr., is being criticized for his opinion given this month that massive mergers of railroads and airlines should be made for greater efficiency. He said that he felt that two coast-to-coast railroads and one or two north-south ones would be ideal..... INTERSTATE COMMERCE COMMISSION'S Rail Service Planning Office is expected to release a report as we are in press criticizing the USRA's "disappointing" plan for restructuring the Northeast roads..... NATIONAL PARK SERVICE announced on April 21 that it has awarded a $275,000 contract for supplying working replicas of the two steam locomotives used in the 1869 Golden Spike ceremony in Utah. The locomotives are to be displayed at the National Historic Site commemorating the Spike driving, located 32 miles west of Brigham City, Utah. The site has 15½ miles of railroad right-of-way preserved, and a visitor center with an hourly film, a continuous slide program, and guided tours and walks..... CONGRESS IS WORKING still on an energy bill that will determine how much petroleum we will use in coming years. The latest report, from the Wall Street Journal of April 23, says that a House committee is accepting President Ford's concept of oil import quotas, but how high the quotas will be is undecided. The committee tentatively favors keeping the $1 per barrel tariff Ford imposed on imported oil..... ITALIAN STATE RAILWAYS is introducing 20 self-service dining cars this year, replacing conventional diners on trains with the exception of TEE trains and some other international express runs.....

* * *

"NO-FRILLS" SERVICE was introduced this month on several American airlines: National, Delta, National Eastern, Continental and American. The 35% discount fares exclude the usual food and drink, and are reportedly increasing airline bookings heavily..... CALIFORNIA WESTERN RAILWAY, where the famous SKUNK trains run, was blocked by a tunnel collapse on April 23 when an oversized freight car struck it. The line will be out of service for about two weeks..... CANADIAN AIR TRAVEL was up in February, tho seat occupancy dropped from 61% a year earlier to 55%. Air Canada flew 657.6 million revenue passenger miles in February, compared with 652.5 million in February 1974.....

QUOTES OF THE WEEK***

"Amtrak is a serious threat to Greyhound Lines and the jobs of its people. The threat has not diminished during the past four years--it is becoming stronger as a well-meaning Congress continues to pour millions of dollars into an outmoded transportation system. A system which does not fill a market need and which cannot possibly support itself on the revenues it can generate. The real travesty of Amtrak is that it uses our tax dollars to aggressively compete for passenger traffic against the bus industry--an industry which pays over $100 million a year in taxes."

--From a Greyhound letter to employees, March 10

Roger Lewis Says:

EXCERPTS OF REMARKS BY THE FORMER PRESIDENT OF AMTRAK TO THE COMMONWEALTH CLUB OF SAN FRANCISCO APRIL 4

Reprinted from Commonwealth

What struck one most forcefully when AMTRAK took the field on May 1, 1971, just four years ago, was the fact that insofar as railroad passenger service was concerned, there was plenty of heat but very little light.

There was little legislative history and practically no executive guidance. If new thinking was to be necessary, it was to be up to us. We would have to understand the game before we could start to play.

AMTRAK is a classic example of our native predisposition to do the right thing for the wrong reason. It was created primarily to solve an urgent railroad problem more than to salvage railroad passenger service. The railroads electing to join AMTRAK in May of 1971 were relieved of their common carrier operations in exchange for a payment equal to one-half their 1969 losses on passenger service, which in total were $500 million and would have been $800 million at 1974 prices.

Those electing to join the AMTRAK system, and all except the Southern, the Denver & Rio Grande, and Rock Island, did so, granted operating rights for 25 years and agreed to run our trains for 10 years. A very significant reform was the designation by the Secretary of Transportation of a new nationwide basic system. After careful study, 21 city pairs were chosen, serving all but one of our major cities and linking the nation with a grid of five transcontinental and five north and south routes. Route mileage of the new system was approximately one-half the pre-AMTRAK total—25,000 miles.

Congress had found that modern, efficient intercity railroad passenger service is a necessary part of a balanced transportation system.

Going for us, we had what was left of $40 million for incorporation, about $200 million in railroad entry payments spread over three years, and $100 million of government guaranteed loan authority. Going against us, we were a virtual bankrupt.

Passenger traffic had been declining since 1947. Our cars and locomotives were circa 1950. Railroad managements had been effectively discouraged by lack of business and support.

Most unsettling was the early realization that AMTRAK was, in the minds of both the Congress and the Administration, a two-year experiment. The route structure, firm for only two years, could be reduced or even abandoned after July 1, 1973. Important questions of cost and service surfaced where there was serious disagreement between AMTRAK's incorporators and the railroads.

When the dust settled, it was clear that there was less than a consensus that railroad passenger service could or should be saved. Carrying less than 1% of the intercity traffic, railroad passengers were not saying much. Prominent railroaders with long experience, were predicting that the railroad would follow the airplane as the stagecoach had followed the railroad—into oblivion.

Well, it hasn't worked out that way. We have a pretty good railroad going. AMTRAK is here to stay and in a few years will be offering a level of service that you will all consider the equal in quality and cost to the other great modes.

Like any new idea in an old established pattern, we weren't very 'popular.' Railroads were not overjoyed at the prospect of a revitalized passenger service. They still had to operate our trains over their property, property for which they had profitable uses of their own.

Working on the AMTRAK Railroad has been just that—work—work to create a new enterprise in an old structure; work to formulate policies and programs for rapid recovery and sound growth.

A great deal has been accomplished in four years: (1) A nationwide rail passenger system has been established. (2) We've built a balanced organization of our own with experienced marketing, accounting, legal, and operating experts working as a corporate team. (3) Nearly all of our passenger cars have been overhauled and refurbished and we have replaced nearly all of our old locomotives. (4) We will soon start taking delivery on new passenger cars which by 1978 will replace about one-half of our fleet. (5) Congress has validated our route structure to permit long-term planning. (6) Perhaps most significant is the new arrangement we have reached with a majority of the operating railroads. The new contract, which defines services and payments, and provides incentives for superior performance, should greatly improve our all important relationships with the railroads.

The traveling public has responded. In 1974 we carried 18 million passengers and revenues were almost $100 million more than in 1972.

The operation of the railroad has improved. On-time performance increased from 61.7% in January 1974 to 75.3% in December 1974.

Fine, but there are no miracles and no free lunches.

Railroad passenger service has traditionally had an operating ratio of $2.00 of cost to $1.00 of revenue. It's labor intensive and extremely vulnerable to inflation which in the last four years has been the most virulent in our history.

From 1969 to 1974 the cost of labor has increased 65%, materials 66%, and fuels 190%. New routes have been added, routes, promising, but very expensive to develop. There's the worsening condition of the roadbed and right-of-way, especially that of the bankrupt carriers over whose routes we carry the most passengers.

Our biggest handicap has been the vintage design as well as age of our passenger cars. Even if we were to operate the 70-75% load factor, our deficit would not decrease and we must have our new passenger cars to make the quantum reduction in our cost revenue ratio.

We have on order 782 cars which will cost about $450 million, and as these cars are introduced and older cars replaced, our passenger car fleet will increase by about 10%, but our revenue seat capacity will increase 84%. If we can control inflation; if we can grow where the public wants and will use the train; and roadbed can be maintained and right-of-way improved, we can have a viable, fully competitive railroad passenger service.

Low cost and efficient public transportation is essential to industrial and social growth and in every country it's needed and had encouragement and support through public policy and from the public purse. Our transportation system is now complete and we can begin to think in terms of what's needed to balance and finetune all three modes into a total system to serve our total needs efficiently and at the lowest reasonable cost.

Let's give the railroads an even break. Take the question of physical facilities—highways, airports and airways, waterways, and railroad rights-of-way. In the last three years the railroads spent about $2 billion a year of their own money on their rights of way. This is about 25%—one-fourth—of their revenue dollars, and it went for taxes and maintenance. Comparable charges for motor carriers are about 5% of revenues. Airline passengers pay 8% and airline shippers 5% to Airways and Airport Trust Funds. Waterway users pay nothing.

Since 1952 annual federal and state expenditures for highway, airway and waterway have increased from $6 billion to $29.1 billion. For the railroad rights-of-way—practically nothing.

Annual federal expenditures for airways and aircraft development increased from $119 million to $1.7 billion; for airports from $20 to $258 million; for highways from $584 million to $5.1 billion; and waterways, not including TVA or St. Lawrence Seaway development, from $215 to $532 million.

What might have been sound policy, or the lack of it, yesterday just isn't going to work for tomorrow. The railroad network of this country is a national asset, indispensable to continue growth and progress and these handicaps, self-imposed or not, must be removed.

There are a number of suggestions

- Transportation is a big business—it consumes about three times what we spend on defense. The roles and the missions of air, highway, and rail modes are confused and there is wasteful gap and overlap.
- Transportation is a service industry, essential to a vibrant, growing economy. It is subsidized now and the subsidy will increase.
- New cost-value analysis of alternative transporatation options must be accepted by the public, with emphasis on the real cost rather than the perceived cost to the individual, to industry, or to the policy maker.
- Beyond this, all three modes face new common problems associated with saving and improving our environment and in coping with the shortages and increasing costs of energy. There's plenty of work and plenty of challenge for all.

But, let me suggest that time is running out. With the bankruptcy of the Rock Island, the so-called Northeast Corridor problem has now been brought to Tucumcari, New Mexico, and it may already be later than we think.

The railroads have nowhere to go but up. I would like to think that the AMTRAK experience has been helpful in illuminating the problems of this great industry, encouraging public understanding, and stimulating support. After all, what is good for the railroads is going to be good for AMTRAK." (DSR)

Express Ads

TIMETABLES - Buying all public TTs. Amtrak and earlier. Send your list. Collections too. C. F. Loucks, 199 Wayland Street, Hamden, CT 06518.

AMTRAK TRAVEL THE WAY YOU WANT IT! Over 96% of all reservations received by our rail experts are completed exactly as requested. For your next travel adventure, call the helpful Amtrak Professionals at (415) 398-2994, or write GREAT WESTERN TOURS, Sheraton-Palace Hotel, 639 Market Street, San Francisco 94105.

CROFUTT'S TRANS-CONTINENTAL TOURIST (1874 Edition)
Now available in a beautiful facsimile edition. Here's your opportunity to vicariously experience what it was like to travel by train from New York to San Francisco a hundred years ago via the newly-opened Grand Trans-Continental Rail Road. All 254 stops are vividly depicted in this unique tourist survival guide to the "Wild West." In addition to a history of the planning and building of the line from Omaha to San Francisco, Crofutt describes accommodations and sights, and provides tips on getting along with fellow passengers, buffalo hunting, and encountering Indians. This 160-page 8½x11" book features two 37" pull-outs; a DETAILED ROUTE MAP and a COMPLETE TIME TABLE, plus 80 ILLUSTRATIONS. It's only $9.95 postpaid. Your money back if returned in 10 days. Supply is limited. Make check payable to POTSDAM ASSOCIATES and mail to Potsdam Associates, P.O. Box 1010, Boston, Mass. 02103.

AMTRAK EAST THIS SPRING AND SAVE. New round trip coach excursions from Chicago to Washington DC $61.00 (save $20) to Norfolk $70.00 (save $23) to Cincinnati $23.50 (save $7.50) to Miami $99.00 (save $49). Combine with Circle fares from West Coast. $228 takes you San Francisco and Los Angeles to New Orleans, Chicago Seattle and home. Ask about other circle and excursion fares. Reserve now thru Let's Travel, P O Box 2768, Riverside CA 92506. Phone 714-787-8350.

Baltimore and Ohio, Chesapeake and Ohio and Gulf, Mobile and Ohio uniform buttons 60¢ each. J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

"STEAMY" - FOR YOUNG RAIL ENTHUSIASTS! - "Steamy" is a locomotive on the old D&RGW narrow gauge, now the Cumbres and Toltec Scenic Railroad. 28 pages to color plus an exciting story will give children a feeling for Rocky Mountain Railroading as it was. $1.75 - David Ulmer, 1407 Holmes Dr, Colorado Springs, Colorado 80909.

TRAINS MAGAZINES: One complete set July 1953 through June 1974 for best offer. E. H. Swift, 19424 Marna Lane, Sonoma, CA 95476.

ENVELOPES! For your railroad correspondence: business size envelopes that have a good portrait of C&O steam loco over 2/3rds of front, plenty of space for address and return. Real eye catchers. $2.00 for 50; $3.50 for 100. Satisfaction guaranteed. ALSO, Still available, C&O Lightweight Passenger Cars, 1946-1972, booklet covering history & disposition of C&Os giant post-WWII psgr car order, PM, Chessie and C&O equipment covered with photos, diagrams, rosters, final disposition. 30 pages. $3.00. C&O Historical Newsletter, 3 Admiral Blvd., Dundalk, MD 21222.

INFORMATION FOR ADVERTISERS: Express ads are 50¢ per line of 80 spaces. Display ads are maximum size ½-page (5x4 or 2½x8) at $12.50, with smaller sizes priced in proportion. Write: RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.

Public leaders in the Ogden, UT area are considering a plan to convert the existing Amtrak depot into a museum. The plan hinges on Amtrak's ability to build a new and smaller depot several blocks to the south. The landmark depot, noted for its gabled cathedral ceiling, is deemed as too large for present patronage.